

Chapter 9

PROCESSING COMPLETE AIRCRAFT AND MISSILES

NOTE: AFMC publications and forms referred to in this chapter are for AFMC use only and are not available for general Air Force use.

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9.1. General.

9.1.1. This chapter contains procedures for processing USAF excess and surplus aircraft and missiles which generally fall within one of the following categories:

9.1.1.1. Flyable aircraft released from the inventory by the Aerospace Vehicles Distribution Office, HQ AFMC/LGM-AVDO, based on approved programs and as directed by HQ USAF/PES. Hereafter this category will be referred to as *flyable aircraft*.

9.1.1.2. Storage aircraft located at the Aerospace Maintenance and Regeneration Center (AMARC) released from the inventory by HQ AFMC/LGM-AVDO based on approved programs and as directed by HQ USAF/PES. Hereafter this category will be referred to as *storage aircraft*.

9.1.1.3. Aircraft which are beyond repair or require repair in excess of maximum repair allowances according to T.O. 1-1-638. Hereafter this category will be referred to as *uneconomically repairable aircraft*.

9.1.2. Processing of missiles which are on the accountable records maintained by HQ AFMC/ LGM-AVDO in accordance with AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*, will be determined on a case-by-case basis through the coordinated effort of the AFMC system program director (SPD), AFMC Weapons System Requirements Action Officer (WSRAO), Air Logistics Centers (ALCs), and the major command(s) involved. The procedures which follow for aircraft will be considered in developing the processing steps required for missiles. However, since excess missiles are not normally delivered to the AMARC, some of the following steps are not applicable.

9.1.3. For the purpose of this chapter, the term *responsible officer* means the base aerospace vehicle distribution officer (AVDO). The term *holding activity* means the base at which the aircraft is located at the time the excess determination is made.

9.2. Policies.

9.2.1. The following general policies apply to the processing of USAF excess aircraft:

9.2.1.1. Flyable aircraft worldwide, not required to satisfy USAF requirements, will be screened with other

military services, Federal Emergency Management Agency (FEMA), Civil Air Patrol (CAP), and other authorized DoD agencies.

9.2.1.2. Flyable aircraft located in the United States, Puerto Rico, and the Virgin Islands, not required to satisfy USAF and DoD requirements, will be flown to the AMARC for determination of other federal civilian agency requirements, reclamation or donation, or required demilitarization prior to transfer to Defense Logistics Agency (DLA) for sale.

9.2.1.3. Flyable aircraft overseas, not required to satisfy USAF and DoD requirements, will be flown to the AMARC unless it is impractical to do so or if it is more cost effective to reclaim, demilitarize, and dispose of them in an overseas location.

9.2.1.4. USAF excess aircraft located at the AMARC, whether excess at time of arrival or released from storage, which meet the reporting criteria prescribed by the General Services Administration (GSA), will be reported to the GSA for screening with other federal civilian agencies.

9.2.1.5. Other DoD or federal civilian agency requirements for use as flyable aircraft will take precedence over reclamation except for peculiar AF systems or items not affecting flyability which may be removed prior to transfer.

9.2.1.6. Reclamation will take precedence over any donees' requirements for educational, ground training, or display purposes. Items which would affect the external appearance and render the aircraft unsuitable for display purposes may be left on, provided they are not in a critical supply status or are not classified or hazardous which includes radioactive items.

9.2.1.7. Aircraft determined to be uneconomically reparable in accordance with T.O. 1-1-638 will not be subjected to either DoD or GSA screening.

9.2.1.8. Uneconomically reparable aircraft will not be offered for donation since they are generally unsuitable for display purposes.

9.3. Processing Procedures for Flyable Aircraft.

9.3.1. Upon receipt of advice from HQ USAF/PES that flyable aircraft are USAF excess, HQ AFMC/LGM-AVDO will:

9.3.1.1. By letter or other form of communication, screen the U.S. Navy, U.S. Army, FEMA, CAP, and other authorized DoD agencies to determine their requirements for flyable aircraft. A formal record of this screening should be maintained for audit purposes.

9.3.1.2. Determine USAF requirements for:

9.3.1.2.1. Ground instruction purposes.

9.3.1.2.2. United States Air Force Museum (USAFM).

9.3.1.3. Issue an assignment directive to the responsible officers at the losing organization to transfer aircraft:

9.3.1.3.1. To DoD recipients.

9.3.1.3.2. For training purposes.

9.3.1.3.3. To the USAFM.

9.3.1.3.4. To the AMARC.

9.3.1.4. Advise the AMARC, as soon as possible, of the reclamation project number to which the aircraft are to be assigned.

9.3.1.5. Report transfers to other military services, FEMA, CAP, and other DoD agencies on the "Report of Excess & Surplus Materiel at Disposal Activities" (RCS: DD-A&T(Q)496).

9.3.2. The responsible officer at the holding activity will:

9.3.2.1. Comply with the instructions contained in the assignment directives.

9.3.2.2. Process documentation as outlined in AFI 21-103 when aircraft are:

9.3.2.2.1. Transferred to DoD recipients.

9.3.2.3.2. To be retained in the USAF for ground instructional purposes.

9.3.2.3.3. Transferred to the USAFM.

9.3.2.3.4. Transferred to the AMARC.

9.3.3. The AMARC will accomplish required GSA screening; request FAA inspection as necessary; perform reclamation and demilitarization, as soon as appropriate; and process donation requests in accordance with directives issued by HQ AFMC/LGID prior to turn in to the servicing Defense Reutilization and Marketing Office (DRMO).

9.4. Processing Procedures for Storage Aircraft at the AMARC.

9.4.1. Upon receipt of advice from HQ USAF/PES that storage aircraft are USAF excess, HQ AFMC/LGM-AVDO will:

9.4.1.1. By letter or other form of communication, screen the U.S. Navy, U.S. Army, FEMO, CAP, and other authorized DoD agencies to determine their requirements for flyable aircraft. A formal record of this screening should be maintained for audit purposes.

9.4.1.2. Determine USAF requirements for:

9.4.1.2.1. Ground instruction purposes.

9.4.1.2.2. The USAFM.

9.4.1.3. Issue instructions to the AMARC to transfer aircraft:

9.4.1.3.1. To DoD recipients.

9.4.1.3.2. For training purposes.

9.4.1.3.3. To the USAFM.

9.4.1.4. Advise the AMARC of the reclamation project number to which the remaining aircraft will be assigned.

9.4.1.5. Report transfers to other military services, FEMA, CAP, and other DoD agencies as prescribed in paragraph 9.3.1.5.

9.4.2. The AMARC will accomplish required GSA screening; request FAA inspection as necessary; perform reclamation and demilitarization as appropriate, and process donation requests in accordance with chapter 8 and directives issued by HQ AFMC/LGID prior to turn in to the servicing DRMO.

9.5. Processing Procedures for Uneconomically Repairable Aircraft.

9.5.1. These aircraft are normally processed in accordance with T.O. 1-1-638. Subsequent to compliance with that directive, the responsible officer at the holding activity will:

9.5.1.1. Determine whether or not there is any potential for reclamation of items from aircraft which have crashed, burned, or received damage to the extent they are completely beyond repair or will require man-hours to repair in excess of the maximum repair allowances specified in T.O.1-1-638. If sufficient undamaged sections remain to warrant reclamation consideration, a request for a save list will be submitted to the SPD indicating which sections remain that have reclamation potential. At the same time, the SPD should be queried to determine the need to demilitarize the aircraft and, if required, request that the SPD provide the necessary demilitarization instructions along with the save list. If the aircraft and/or its component parts require demilitarization, the demilitarization instructions will be provided and demilitarization performed or requested of the DRMO regardless of their serviceability. If there is no reclamation potential, it will still be necessary to obtain the demilitarization instructions from the SPD.

9.5.1.2. Upon receipt of the required save list and demilitarization instructions from the SPD--obtain as a result of paragraph 9.5.1.1 or provided according to T.O. 1-1-638--prepare:

9.5.1.2.1. Disposal turn-in documentation to effect transfer of the aircraft to the servicing DRMO. The sale list (if required) and demilitarization instructions (if required) will be attached to the turn-in document. The turn-in document must indicate that reclamation and demilitarization are or are not required, that all required screening has been accomplished, and that the aircraft is surplus.

9.5.1.2.2. Terminate USAF accountability as outlined in AFI 21-103.

9.5.1.3. Transfer the aircraft to the servicing DRMO. The aircraft need not be physically moved to the DRMO area, especially if either or both reclamation and demilitarization are required. Coordination can be effected with the DRMO to accept the aircraft in place.

9.5.1.4. Ensure that AF personnel accomplish the required reclamation and safing the aircraft to include removal of radioactive items.

9.5.1.5. Ensure that AF personnel accomplish demilitarization if requested by the DRMO.

9.5.1.6. Ensure that a copy of each document listing the reclaimed items returned to the supply system is provided to the DRMO at the time reclamation action is completed and that demilitarization certification is made when these actions are accomplished by AF personnel.

9.6. Processing Procedures for Aircraft Abandoned in Place.

9.6.1. On rare occasions we abandon aircraft in place due to a variety of reasons. One of the most common reasons would be the economical factors involved in returning crashed aircraft from remote areas of countries located overseas not serviced by a DRMO. An example of this was a case where an aircraft crashed in the jungles of Africa; specifically, Kinshasa, Zaire.

9.6.2. When it is determined to be more economical to abandon the aircraft, the following requirements and documentation must be met:

9.6.2.1. Obtain the country's approval to abandon in place. When a decision is made to abandon in place, it will be accomplished in a manner which will not be detrimental or dangerous to public health, safety, or the environment; will not infringe upon the rights of others; or will not violate country-to-country agreements. As such, all actions should be worked and coordinated through the diplomatic missions of the country in which

abandonment is being considered.

9.6.2.2. Prepare a properly executed DD Form 1348-1, **DoD Single Line Item Release/Receipt Document**, or DD Form 1348-1A, **Issue Release/ Receipt Document**, which serves as the disposal turn-in document (DTID). This document must contain:

9.6.2.2.1. Certification that reclamation has been accomplished.

9.6.2.2.2. Certification that demilitarization either has been accomplished or is not required. Reference Chapter 2, Tables 2.2. and 2.3. for preparation of a DTID, DD Form 1348-1/1A.

9.6.2.2.3. Aircraft fuel tanks must be empty and a statement to that effect forwarded with the DTID.

9.6.2.2.4. Aircraft is safe, i.e., all dangerous articles (such as fire extinguishers, seat ejection devices, radioactive items, etc.) are removed during the reclamation process. A statement to this effect shall accompany the DTID.

9.6.2.2.5. Aircraft contains no classified items.

9.6.2.2.6. Aircraft identification plate and maintenance records shall be removed and accompany the DTID.

9.6.2.2.7. Documentation covering the incident which indicates that the aircraft is beyond economical repair and recovery costs are prohibitive. Copies of communications covering this incident shall accompany the DTID to substantiate the decision to abandon in place. Ensure privileged information is removed or obliterated from documentation.

9.6.2.2.8. The DRMO will need a list of the items reclaimed from the aircraft by national stock number (NSN), noun, quantity, and extended dollar value.

9.6.3. The documentation will be processed by the DRMO servicing the ALC having management responsibility for the aircraft being abandoned. Additional abandonment requirements are found in DoD Manual 4160.21-M, *Defense Reutilization and Marketing Manual*, March 1990, Chapters XV and XVI. The required written investigations, documentation, abandonment certificates, etc., can be found in these references.

9.6.4. When aircraft are abandoned in place, normally the documentation, i.e., DTID, certifications, etc., is turned in to the nearest DRMO for processing.

9.7. Removal of Classified, Lethal, and Dangerous Items.

9.7.1. In every instance, classified items, guns, ammunition, and lethal/hazardous material including radioactive items will be removed from aircraft and missiles prior to physical release to an authorized nonmilitary recipient or the DRMO.

9.7.2. Where it is not feasible to remove hazardous materials prior to transfer, a Material Safety Data Sheet (MSDS) will be furnished along with drawings, showing where these materials are located on the aircraft or missile.

9.8. Reclamation and Demilitarization of Aircraft and Missiles to be Donated.

9.8.1. Reclamation of aircraft and missiles selected for donation will normally be accomplished in such a fashion as to preserve the external configuration and appearance of the end item. However, urgent parts requirements should not be ignored for the sake of donation. If necessary, the reclaiming activity will query the AFMC item manager (IM) to determine if the save list requirement for this item(s) can be waived. If the IM advises that the requirement cannot be waived, and the reclaiming activity considers that the usefulness of display would be seriously affected by removal, the reclaiming activity may query HQ AFMC/LGID to establish the necessary

priority of reclamation versus donation. Reclamation procedures can be found in AFMCR 65-31, *Reclamation of USAF Property*.

9.8.2. Demilitarization of other installed items will be accomplished as prescribed in part IV, DoD Manual 4160.21-1, *Defense Demilitarization Manual*, October 1991, and supplemented by AF prepared demilitarization instructions.

9.9. Policy for the Delivery of Static Display Aircraft.

9.9.1. The USAF Museum Program (USAFMP) and the AMARC provide aircraft and missiles to civilian customers for static display under the provisions of Title 10, United States Code, Section 2572, *Documents, Historical Artifacts, and Condemned or Obsolete Combat Material: Loan, Gift, or Exchange*. Donations will be at no cost to the U.S. Government as prescribed by the Federal Property Management Regulation (FPMR).

9.9.2. Transfer of static display articles can only occur after appropriate steps have been taken to properly and economically complete necessary DoD mandated reclamation and demilitarization actions, to thoroughly accomplish the necessary safety inspections, and to survey and remove radioactive items. Only when these tasks are complete can the aircraft/missile be released to the customer.

9.9.3. Requests for static display aircraft to museum activities will be processed in accordance with AFI 84-103, *Museum System*, and AFI 16-402, *Aerospace Vehicle Assignment, Distribution, Accounting, and Termination*.

9.9.4. The process to request static display aircraft for other than to museums is covered in Chapter 8 of this volume/part.

9.9.4.1. Any exceptions to this policy must be coordinated through AMARC/LG and be approved by HQ AFMC/LGID before any actions are taken on aircraft or missiles desired for static display.

9.9.4.2. Accountable individuals failing to comply with these policies can be held liable for damages and/or expenses incurred which are not authorized prior to taking such action in accordance with AFI 23-111, *Management of Government Property in Possession of the Air Force*.

9.9.5. Reclamation will be performed as prescribed in AFMCR 65-31. Normally all reclamation for static display aircraft will be performed by the AMARC who has the responsibility for administering the US Air Force Reclamation Program. AMARC has the technical data, expertise, experience, and equipment for executing an efficient, safe, and effective reclamation program.

9.9.6. Civilian organizations or museums requesting aircraft or missiles for static display will be advised that the item desired must be processed through reclamation. There are rare instances where reclamation and safing of an aircraft or missile must be accomplished in place (see AFMCR 65-31). Ground trainers are a good example of this. Static display items must be picked up at the AMARC by the customer and removed at their expense to the final display site. Property may not be moved at Government expense to a recipient's location or to another location closer to the recipient to prevent or lessen the recipient organization's processing or transportation costs. In cases where in-place reclamation at an AF installation is authorized by the SPD, the customer will arrange and pay all costs for pick up at the reclamation site for delivery to the display site. Only the AMARC/LG can approve and arrange for static display aircraft. Operational units will not negotiate or initiate discussions with any organization or municipality that desires a static display aircraft, or get involved with discussions of swapping aircraft currently on static display. Operational units will refer all such inquiries immediately to AMARC/LG(3) or HQ AFMC/ LGID, or USAFM/DR as appropriate.

9.9.7. Static display aircraft/missiles will not be moved until all required documentation is complete and on hand at the AMARC/LG(3). The documents that must be complete and on hand prior to movement of the

aircraft/missile are the demilitarization, reclamation, safety, and hazardous materials certifications.

9.10. Downed Aircraft. Aircraft that crashed before 19 November 1961, when a fire destroyed the pertinent Air Force records, and that remain wholly or partially unrecovered, are considered formally abandoned. The Air Force neither maintains title to, nor has property interest in, these aircraft. The authority for access to, and recovery of, these aircraft, as well as liability for damages associated with their recovery, are matters to be resolved between persons seeking recovery and landowners of the wreckage sites.

9.10.1. If any human remains are discovered at the site, recovery personnel should immediately contact the nearest United States Embassy or United States military installation. To assist in proper identification of remains, recovery personnel should refrain from further operations at the site pending removal of the remains by United States experts.